

The Director
Metropolitan Projects
The Department of Planning and Infrastructure
GPO Box 39
SYDNEY NSW 2001

Attention: Amy Watson

**Shepherds Bay, Meadowbank
Concept Plan and Stage 1 Application MP09_0216 and MP09_0219**

Dear Sir/Madam

Reference is made to your correspondence dated 8 February 2012, concerning the abovementioned development application which was referred to the Roads and Maritime Services (RMS) for comment in accordance with Clause 104 of State Environmental Planning Policy (Infrastructure) 2007.

RMS has reviewed the Major Project application and does not support the proposal in its current form. Comments and concerns raised in RMS letter dated 28 February 2011 have not been adequately addressed. RMS provides the following comments for The Department of Planning and Infrastructure on the submitted applications:

RMS Property

1. RMS has previously resumed and dedicated as Public Road land within the proposed development area as shown by grey colour on the attached plan. Part of Waterview Street was acquired for a SCATS Cabin as shown by red colour on the attached plan (Lot 10 DP 861524 in the name of RMS).

RMS has no objection to the development around the SCATS Cabin subject to the following conditions:

- a. Any development shall continue to provide direct access to the SCATS Cabin from a public road.
- b. Any development should retain the existing amount of parking for maintenance vehicles as well as turning area.
- c. If the developer wanted to include the SCATS Cabin area in the development there would need to be a similar suitable area found to replace the cabin in roughly the same geographic area. The new site would need to be found and developed prior to the decommissioning of the current site. All costs to duplicate the SCATS Cabin area would have to be met by the developer.

Transport Management and Accessibility Plan (TMAP)

2. The submitted TMAP is not in accordance with RMS Draft Interim TMAP guidelines (attached). TMAP is a comprehensive assessment of the transport impacts (addressing movement of people and goods) of a major site development or re-development proposal. It is to include an identification of a package of appropriate transport measures (including infrastructure, services and demand management initiatives for the proposed development, which will help to manage the demand for travel to and from the development and in particular reduce the demand for travel by private car and commercial vehicles.
3. The TMAP has not adequately considered impacts of the proposal on existing transport infrastructure.

Traffic Data

4. RMS acknowledges that the proponent has conducted recent traffic surveys for the Meadowbank Precinct; these figures shall be used as the base case for traffic modelling comparisons.

The RMS agrees with the statement in the TMAP that Industrial land use has different vehicle patterns to residential land uses. For example in industrial uses generally vehicles are travelling towards the site in the AM peak and away from the site in the PM peak, whereas for residential land uses vehicles are travelling away from the site in the AM peak and returning to the site in the PM peak.

Traffic Modelling

5. RMS does not support the submitted traffic modelling. RMS does not support the statement in the TMAP that *this development will not have any adverse impacts on the performance of nearby intersections, and will not require upgrading or road improvement works*. RMS has the following comments on the TMAP and traffic modelling:
 - Further clarification on traffic distribution and traffic assignment.
 - The report states that *the increased or additional traffic flows will be dispersed over a number of different routes*, however it is likely that during the AM peak, the majority of traffic will be heading east towards the city or north towards Macquarie Park. This indicates that the majority of the 870vph movements projected will be directed to Church Street and Victoria Road, which currently has the largest volume of peak hour traffic.
 - The current conditions on Church Street for AM peak northbound traffic indicates that there is limited capacity available to accommodate the additional traffic projected for this new development.
 - RMS raises concerns with the results from the modelling (Table 3.1), indicating that the conditions at the intersection of Church St and Morrison Rd will deteriorate to Level of Service D for the PM peak in 2016.
 - RMS requires further clarification on how the Level of Service at the intersection of Belmore Street/Junction Street and Victoria Road/Bowden Street will improve without any physical improvements to these intersections.

- Compared with 2016 AM base case, the development case has an extra 177 vehicles turning into Loop Road to head south along Church Street. This is approximately 50% of traffic leaving the area, greater than the proportion in (Road Delay Solutions, Oct 2010) figure 9 Meadowbank AM Peak JTW Distribution.
- RMS notes that the traffic modelling does not include approximately 10 000 m² of commercial/community space, the bulk of which is in the proposed 12 storey 'signature' building next to Church Street. This part of the development should be included in future modelling of the area.
- RMS requests further clarification regarding 'recommended level of commercial use' what will this include.
- Modelling shall include Saturday Midday peak.
- Clarification is required on what future growth rate was used for the Meadowbank Area in the traffic modelling for future years.
- Clarification is required on what future land uses were used for the Meadowbank Area in the traffic modelling for future years.
- In the Transport Management and Accessibility Plan (TMAP) page 15 it is proposed to widen Constitution Road to provide 4 lanes at Bowden Street. Clarification is required on the future treatment of this intersection and layout of Bowden Road. Safe pedestrian facilities should be considered at this location.

Note: Similar sized developments such as the North Ryde Station Precinct have been required to create traffic models for the area of influence of their development. They have created linear traffic models to represent the area impacted by their development not just intersections in isolation. SIDRA analysis is a tool used to show the impact of a development on individual intersections, however, is not an appropriate tool to show the cumulative impact of a development on a number of intersections simultaneously. SIDRA analysis needs to be reviewed in detail as it provides an intersection with a level of service (as a whole) and also provides individual intersection approaches with a level of service.

RMS would like the opportunity to meet with the proponent, TNSW and Council to determine an appropriate traffic modelling methodology.

Car Parking Rate

6. RMS would support a lower parking rate being applied to the entire Concept Plan area as the site is in close proximity to high frequency bus corridors, Meadowbank Rail Station and Meadowbank Ferry Wharf.

Sustainable Travel Plan

7. RMS supports Council in requesting a local specific sustainable travel plan to encourage public transport usage, walking and cycling in the area.

Bicycle Paths and Pedestrian Pathways

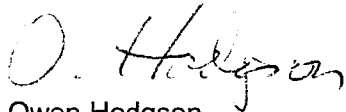
8. RMS suggests the proposed bicycle networks be extended up to Meadowbank Station to improve access to public transport. These networks should be coherent, direct, safe, attractive and comfortable. The suggested 3 new east-west cycle links fail the above requirements, as they have indirect connections to the surrounding cycling network and do not continue to Meadowbank railway station.
9. Consideration shall be given to appropriate pedestrian crossing facilities on and across Constitution Road, Belmore Street and Bowden Street. Consideration shall also be given to pedestrian connections to Richard Johnson Crescent via Ann Thorn Park.

Environmental Assessment

10. In the Concept Plan Preferred Project Report chapter 6 Statement of Commitments does not contain any information.
11. The Proponent has not adequately addressed concerns raised by RMS, other agencies and Council.
12. All works associated with the proposal shall be at no cost to RMS.

Should you require any further clarification in relation to this matter, please call the contact officer named at the top of this letter.

Yours faithfully,



Owen Hodgson
Senior Land Use Planner
Transport Planning, Sydney Region

15 March 2012